

examination is over and then all these things can be examined so that whatever shortcomings the hon. Member feel exist can be taken care of.

[*Translation*]

SHRI SURYA NARAYAN YADAV: Mr. Speaker, Sir, the hon. Minister has both conceded and refuted the charge of malpractices during examinations. So, I would like to know from the hon. Minister whether the Government is away of the fact that the teachers themselves are a party to this and they been doing this by picking and choosing students appearing in the examinations conducted by Central Board of Secondary Education. Sir, with the active connivance of the teachers in malpractices coming to light, the State-level and All India level examinations conducted by the C. B. S. E. in Delhi have lost their credibility in the eyes of the general public including the students and parents. Therefore, what steps does the Government propose to take to regain the lost credibility and does the Government propose to conduct a thorough investigation in this regard?

SHRI ARJUN SINGH: Mr. Speaker, Sir, there cannot be anything more were, if the teachers themselves become party to malpractices in examinations. If the hon. Minister brings any specific instance to my notice, we shall certainly get the matter investigated.

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, as requested by the hon. Minister I would like to draw his attention towards some specific incidents. Is the hon. Minister aware of the fact that in Rajouri Garden and in another area, the Director of Education found complaints of mass copying by wards of some V.I.P.'s to be true? Consequently, some teachers were suspended, but within two days the suspension orders were revoked and the matter suppressed. Will the hon. Minister get it investigated?

Does the Government propose to formulate any law to curb such malpractices and irregularities in examinations?

SHRI ARJUN SINGH: With regard to the first question, I would request the hon. Member to give me details about the incident. I shall certainly order an inquiry into it.

SHRI MADAN LAL KHURANA: One incident took place in Rajouri Garden and another in Outer Delhi. These incidents have come to my knowledge and therefore, I passed on this information to you.

SHRI ARJUN SINGH: I have complete faith in the information provided by the hon. Member and that is why, I have called for the details of these incidents, so that I can get them probed.

So far as the question of formulating a general law in this regard is concerned, I feel that the Government should take into consideration all pros and cons before taking any step. (*Interruptions*)

[*English*]

Suburban Tickets

*473. **SHRI TARIT TOPDAR:** Will the Minister of RAILWAYS be pleased to state:

(a) the percentage of total increase in the earnings from the sale of suburban tickets annually for the last three years along with the percentage of proportionate increase in the fare of these tickets; and

(b) the reasons for discontinuing the system of bearing social costs towards suburban passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) The increase in suburban earnings in the years 1988-89, 1989-90 and

1990-91 was 19.7, 6.15 and 17.6 percent respectively over their previous years.

The percentage increase in Monthly Season Ticket Fares was 8.0 to 24.0 in second class and 8.3 to 16.6 in first class in 1988-89. There was no increase in 1989-90. The percentage increase in 1990-91 was 8.3 to 17 in second class and 8.2 to 18.2 in first class.

(b) Social costs borne by Railways have increased from Rs.82.15 crores in 1985-86 to Rs. 207.31 crores in 1990-91.

SHRI TARIT BARAN TOPDAR: The social cost has increased by about 3.5 times, which has been shown here, which is deceptive. I claim that. The railway earning in the revenue account has also increased.

My point is that the social cost should be borne, must be borne and has to be borne in terms of percentage. Therefore, I want to know whether in terms of percentage that has been calculated; whether there is any dollar element in it; if there be any, how that has accrued to it?

SHRI MALLIKARJUN: It is quite obvious, as I have told, that if you compare it with the figures of five years from Rs. 82.15 crores the social cost has gone on suburban railway to Rs. 207.31 crores.

SHRI TARIT BARAN TOPDAR: What is the percentage?

SHRI MALLIKARJUN: You can calculate it.

SHRI TARIT BARAN TOPDAR: You have earned both.

SHRI MALLIKARJUN: What we have earned, you kindly hear. Suburban passengers constitute 58.55 per cent over the general passengers traffic. On the contrary, earnings from suburban services is only 11.35 per cent compared to the earnings

from the general passengers traffic.

SHRI TARIT BARAN TOPDAR: The question has not been answered properly. It appears that there is a bearing of the new economic policy which has been brought about by the pressures of the U. S. imperialists. That has led to letting down the Railways, whereby the suburban passengers and other passengers also will take to automobile and road traffic which means an increase in the import bill of petroleum, that means dollars which means bondage again. I want to know whether there is any plan and programme to improve the railways and specially the suburban system by bearing the social costs in terms of percentage to lower the import bill of petroleum.

SHRI MALLIKARJUN: It is a very interesting question which the hon. Member has brought to the notice of this august House. We are also very much worried, how to avoid the import of fuel, so that we can effect some saving. For that reason we have to build the infrastructure of rail transport and we have to utilise the resources at our disposal. But so far as suburban services are concerned, 3,319 suburban trains day are run in our country, in Bombay, Calcutta and Madras. As I have mentioned, 58.55 per cent of the suburban traffic is there over the normal percentage of the general passenger traffic. Naturally, we are absorbing the social costs and if I have to give the figure every year how much is the less I need time.

[Translation]

SHRI TARIT BARAN TOPDAR: The Railway fares are three time more than that of bus fares.

SHRI MALLIKARJUN: The Railways would still be running in losses even if the fares are further hiked.

[English]

So, in reality, we are continuing to ab-

sorb the social costs so far as the suburban services are concerned.

MR. SPEAKER: Shri Mohan Rawle. Those who are travelling by suburban trains will get a chance.

[*Translation*]

SHRI MOHAN RAWLE: Mr. Speaker, Sir, 60 lakh people in India commute by suburban trains. Of this, 45 lakh people alone commute by the Bombay metropolitan suburban railway. The Union Government earns a revenue of Rs. 17944 crore from Bombay city. The Government will earn revenue worth crores of rupees from the commercial exploitation of railway's surplus land. I would like to know from the hon. Minister whether the Government proposes to withdraw the hike in suburban railway fares, after making such huge profits?

[*English*]

SHRI MALLIKARJUN: Commercial exploitation of the land is still at the threshold stage and we are going to take up a pilot project. We do not know exactly what will be the result. Naturally, we have to utilise it for the development of the railways.

SHRI RAM NAIK: The questions is about the reasons for discontinuing the system of bearing social costs towards suburban passengers, and if you see the reply of the Minister, he has not given the reasons for discontinuing the system of bearing social costs. So, will the hon. Minister please tell us what the reasons are for discontinuing the system of bearing social costs? That reply has not at all been given.

MR. SPEAKER: That has been discussed in the House.

SHRI RAM NAIK: Now it has come as a question and you have admitted it. The hon. Minister has to give a specific reply and give the reasons for which they are not doing so.

SHRI MALLIKARJUN: We have not discontinued. That is how we had absorbed about Rs. 207 crores in 1990-91. Where is the question of discontinuance of social costs?

SHRI TARIT BARAN TOPDAR: You have earned more. (*Interruptions*)

MR. SPEAKER: Shri Topdar's questions will not be replied.

SHRI TARIT BARAN TOPDAR: He is giving the revenue earnings. This has no bearing on social costs.

(*Interruptions*)

SHRI MALLIKARJUN: I will give you the percentage also. In 1980-81 the growth in suburban passenger percentage is 63 per cent over, 1970-71 whereas the suburban passenger kilometre percentage is 78.23... (*Interruptions*)

MR. SPEAKER: You do not have to reply to all the interruptions in between. (*Interruptions*)

SHRI MALLIKARJUN: My answer is this. We have not discontinued the practice of absorbing the social cost in the earnings of the passenger traffic... (*Interruptions*)

DR. DEBI PROSAD PAL: The fare of the Metro Railway in Calcutta is being increased from first of April, almost by double. The people who are using the Metro Railway are the common people and also the office goers. The percentage of increase is more than one hundred. Will the Minister inform the House whether there is any proposal to reduce it to a reasonable limit? Otherwise, what is the social cost which the Government is bearing?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): I had been to Calcutta and I had travelled by Metro Railways. I talked to the passengers travelling

with me. Sir, you will be surprised to know that not only the passengers but also the press people who were accompanying me were prepared to pay - at present the charge is only one rupee - even five rupees...*(Interruptions)*

SHRI BASU DEB ACHARIA: Who are they?...*(Interruptions)*

SHRI C. K. JAFFER SHARIEF: Passengers including the press correspondents have told me. The passengers were prepared to pay Rs. 5, Rs. 4 or Rs. 3. Now what are charging is one rupee. And we increased it by another rupee...*(Interruptions)*

SHRI BASU DEB ACHARIA: It is one hundred per cent increase...*(Interruptions)*

MR. SPEAKER: Next Question No. 474 - Shrimati Sumitra Mahajan - Absent.

(Interruptions)

MR. SPEAKER: Mr. Minister, I have gone to the next question. Question No. 475. Shrimati Saroj Dubey.

(Interruptions)

MR. SPEAKER: Achariaji, this is not correct. Please take your seat.

(Interruptions)

SHRI AMAL DATTA: Please allow a discussion on this...*(Interruptions)*

MR. SPEAKER: Do you not know that we have a discussion on Railways?

(Interruptions)

MR. SPEAKER: Now you are doing injustice to the other Member, who is asking the question. You are imposing yourself on the House. This is not good. Let the lady Member ask a question. Please take your seat. Shrimati Saroj Dubey.

Quality Control of Cosmetics

*475 SHRIMATI SAROJ DUBEY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the use of cosmetics after the date of their expiry is detrimental to the skin and body;

(b) whether the chemical, ingredients and the date of expiry are printed on the packing labels of cosmetics;

(c) if not, the reasons therefor;

(d) the number of cosmetic manufacturers against whom action has been taken under the Drugs and Cosmetics Act, 1940 during the last three years; and

(e) whether the Government propose to award BIS mark to cosmetics for quality control?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI D. K. THARADEVI SIDDHARTHA): (a) to (e). A statement is laid on the table of the House.

STATEMENT

(a) No, Sir.

(b) No, excepting in the case of fluoride toothpaste and hair oils.

(c) and (d). The ingredients used in the formulation of cosmetics are generally stable and do not normally deteriorate on storage. However, wherever such ingredients are used as may cause allergy etc, the cosmetics manufacturers are required to give adequate directions for their safe use. Therefore, there has been no cause for taking action against cosmetic manufacturers on this score.

(e) The quality of cosmetics is con-